THE MOON TYPE FOR THE BLIND

Robert C. Moon

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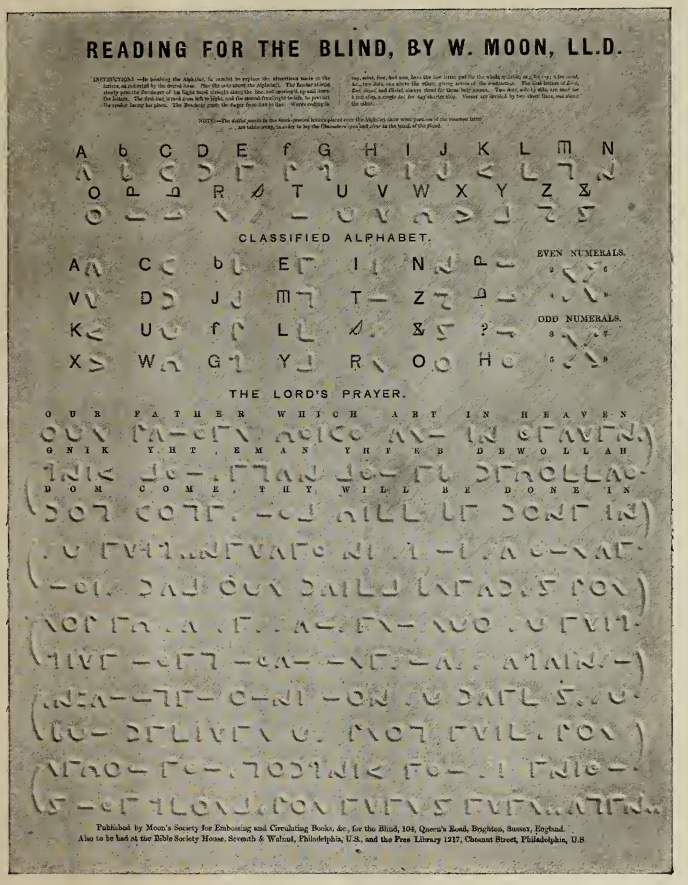
St. Nicholas, May 1910

THE MOON TYPE FOR THE BLIND

IN the year 1840 a young man, William Moon, living in the town of Brighton, England, who afterward became a Doctor of Laws, was stricken with blindness as he entered into manhood. He at once gave his attention to mastering the various systems of embossed reading, and began to seek out and teach other blind persons to read.


READING FOR THE BLIND, BY W. MOON, LL.D.

CLASSIFIED ALPHABET.

EVEN NUMERALS.

ODD NUMERALS.

THE LORD'S PRAYER.

OUR FATHER WHICH ART IN HEAVEN

DOM COME, THY WILL BE DONE IN

Published by Moon's Society for Embossing and Circulating Books, &c., for the Blind, 104, Queen's Road, Brighton, Sussex, England.
Also to be had at the Bible Society House, Seventh & Walnut, Philadelphia, U.S., and the Free Library 1217, Chesnut Street, Philadelphia, U.S

But, as he soon found difficulties in teaching his pupils by methods then in use, he devised an easier plan of reading, which was readily acquired by a lad who had in vain endeavored for five years to learn by the other systems.

This new type—now known as the "Moon type"—has an alphabet consisting of letters of very simple construction, combined with a full orthography. The characters are composed principally of the Roman letters, in their original or in slightly modified forms; and where some of the more complex letters of the Roman alphabet could not be altered with advantage, new characters are substituted for them. The alphabet consists of only nine characters, placed in various positions. It is composed of the simplest geometrical forms, such as the straight line, the acute and right angles, the circle, and the semicircle. In order that the reader shall not lose his place, the first line is read from left to right, and the second from right to left, and so on. The finger is guided by a curved bracket from the end of the line to the one below.

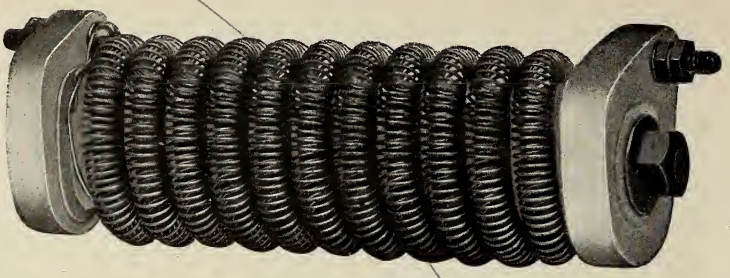
The more the type was tried, the more evident it became that it was adapted to the needs of the blind, and for half a century Dr. Moon devoted himself with untiring energy to the preparation of embossed literature in the English and many foreign languages. The total number of volumes issued in this type, since the commencement of the work in 1847 up to the present time (1910), has been 280,000, and 77,000 stereotyped plates made during that period are carefully preserved at the Moon Institute for the Blind, at Brighton, which, since Dr. Moon's death in 1894, has been conducted by his daughter, Miss Moon.

Since the introduction of the Moon type, home teaching societies and free lending libraries for the blind have come into operation. The first was established in London by Dr. William Moon and a friend in 1855, and has at the present time fifteen teachers engaged in seeking out and teaching the blind to read in their own homes and furnishing them, free of charge, with a regular exchange of books. Eighty similar societies have been formed in various parts of the world. That in Philadelphia, Pennsylvania, is the pioneer society of its kind in America, having been organized by Dr. William Moon and his daughter, Miss Moon, in 1882. It now has a circulation of 16,000 embossed books yearly, loaning books free of charge to blind people in various parts of the United States. Any information in reference to that work will be gladly furnished by the secretary, Dr. Robert C. Moon, 617 Witherspoon Building, Philadelphia. The easily felt Moon type can readily be taught the blind, and many young persons have succeeded in teaching blind people to read. Since the United States Congress in 1904 granted free postage of embossed books sent through the mail, there has been a great increase in the number of books for the blind.

ROBERT C. MOON, M.D.

THE TROLLEY-CAR ELECTRIC HEATER

In order to produce heat, some kind of work must be done; for instance, when you run or jump or exercise violently you become heated. This is because you do a certain amount of work.



ONE FORM OF ELECTRIC CAR-HEATER. A LARGE AMOUNT OF LOW-RESISTANCE WIRE ON A SUPPORT.

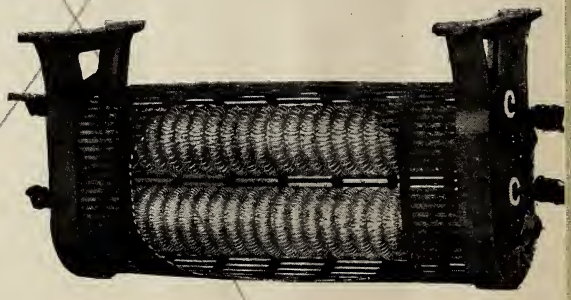
Another example that might be taken is a rapidly revolving wheel. You boys and girls all know that if you hold your hand on such a wheel lightly, you can keep it there; but if you bear down at all, your hand will become so hot that you will draw it away quickly. This latter example is much the same as heating by electricity. Electricity, many of you know, of course, has to have a conductor which has to be metallic. When you wish to make a good deal of electricity go through the conductor, or wire, you use a conductor which will not impede its progress, or, speaking in electrical terms, one of low resistance, and, like the example of holding the hand only lightly on the swiftly moving wheel, will not cause the electricity to generate any heat.

If, on the other hand, we should use a conductor which would impede the flow of electricity, or, again speaking in electrical terms, one of high resistance, we will cause the electricity to generate heat in its effort to travel along the wire. The more resistance offered to the flow of electricity, that is, the higher the resistance of the conductor used, the more heat we obtain for a given flow of current. But, going back to the wheel example, if we should hold our hand on the wheel and keep bearing down, we would in time stop the wheel, unless additional power is expended to keep the wheel turning. This is the same with the electrical current. If we use a conductor of high enough resistance, which corresponds to bearing down on the wheel, we would stop the flow of current almost entirely unless extra power or electrical energy were applied to keep the current flowing. This would mean an increase in the voltage necessary.

What, then, is voltage? The term is familiar. You all know that to force water through a pipe requires a certain pressure, and the smaller the pipe the higher is the water pressure required to keep the water moving. In other words, water pressure corresponds to electrical voltage, and the amount of water flowing corresponds to the amount of electrical current, or amperes, flowing. You will therefore see that in order to generate a great deal of heat we will have to use a certain amount of current and also have to offer resistance to its flow, maintaining sufficient voltage in order to keep it flowing, as the heat depends upon the amount of current forced through the wire.

In one of the commercial car-heaters the resistance-coil is wound upon a porcelain support, and a coil of great length is used. This aids in getting the heat out into the surrounding air, as the greater the heating surface the more heat will be radiated.

On account of the absolute cleanliness of the apparatus, the ease of turning on the heat with an



ANOTHER FORM OF ELECTRIC HEATER TO GO IN CROSS-SEAT CARS.

electric switch, and the extreme light weight of the heaters, electric heating is coming into use very rapidly.—Thomas Farmer, Jr.

WE WILL BE IN THE COMET'S TAIL

According to the calculations of the astronomers, on May eighteenth the earth will be plunged into the tail of Halley's comet, while the head will be fifteen millions of miles away.

Similar passages of the earth through the tails of comets have previously occurred without producing any appreciable effect. There have been wild tales of the effects of poisonous gases, but all these are without foundation. It is not probable that our atmosphere will be affected so that even the most skilled chemist can discover a change in its composition. No one need fear because our earth is "brushed" by the tail of a comet.

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